

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

Yes No 12055

State if Report is sent on the Machinery of the Vessel

Yes No

Date of completion of report

8th June 1938

Port of

Trieste

No.

12109

Survey held at

Monfalcone

Date First Survey

25th January 1937

Last Survey

8th June

1938

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single

M.V.

"OMALA"

(MACHINERY FITTED AFT)

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Opening)

FULL SCANTLING

State Type of Erections

POOP, BRIDGE + FOLE

TONNAGE under Tonnage Deck

5540.48

CLASS

100 A1

State if with freeboard as condition of Class

No

Built at

MONFALCONE

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 425.00

Launched

5. 3. 1938

Yard No. 1202

Total

5540.48

Breadth (greatest moulded)

B 54.25

Builders CANTIERI RIUNITI DELL' ADRIATICO

Gross Tonnage

6255.66

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 31.00

Owners N.V. PETROLEUM MAATS. "LA CORONA"

Register Tonnage

3593.90

1st Longitudinal Number (L x D)

= 13175

Managers

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D)

= 36231.25

Residence

✓

Framing Depth "d," at middle of length. See Sec. 3 (1d)

13.71

Port of Registry 'S GRAVENHAGE

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

25'-6 1/4"

If surveyed while building, afloat, or in dry dock

Draught Moulded

DURING CONSTRUCTION AND IN DRY-DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	806	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	806	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness	150 12	✓
Frame Amidships, Angle, [or]	230 90 11	✓	" " top Angles	90 90 12	✓
" " Extends up to	UPPER DECK	✓	" " bottom Angles	100 100 14.5	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1256 FROM C.G. 15	✓
" " Extends up to	✓		" " HORIZONTAL—WIDTH	1500 13	✓
Depth of Framing Girder			Margin Plate (incl. of Angle) and thickness	160 160 14	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	230	✓	" " Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " in Peaks, Angle, [or]	200 90 9.5	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	2425 11.5	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 121	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	YES	✓	Breadth and thickness of Middle Line Strake	180 13	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Thickness of remainder in Hold M.T.O.R. SPACE	12.5 13	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in Holds	1705	✓	" " in way of Bridge, Angle, [or]	180 75 10	✓
Height of Brackets at side above base line at toe of frame	90 90 11	✓	" " CLEAR OF CARGO TANKS	180 75 10	✓
Middle Line Keelson, on Floors, Angles, [or]	103/105	✓	" " HALF BEAMS AFT IN WAY OF MOTOR SPACE	180 75 10	✓
" " Through Plate on Intercostal Plate	✓		Spacing	AT EVERY	✓
" " Foundation Plate on Floors	110 110 13	✓	Second Deck, amidships, Angle, [or]	200 75 11.5	✓
" " Flat Plate Keel Angles	✓		" " CLEAR OF CARGO TANKS	180 75 10	✓
Side Keelsons, No. each side	✓		" " HALF BEAMS AFT IN WAY OF MOTOR SPACE	180 75 10	✓
" " thickness of Intercostal Plate	✓		Spacing	AT EVERY	✓
" " Angles	✓		Third Deck, amidships, Angle, [or]	✓	
DOUBLE BOTTOM IN WAY OF MOTOR SPACE.	10	✓	Spacing	✓	
Solid Floors, thickness and spacing	12 AT EVERY	✓	Fourth Deck, amidships, Angle, [or]	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Poop Deck, Angle, [or]	180 75 10	✓
" " breadth and thickness at margin plate	✓		Spacing	AT EVERY	✓
			Bridge Deck, Angle, [or]	200 75 9	✓
			Spacing	AT EVERY	✓
			Forecastle Deck, Angle, [or]	230 90 10	✓
			Spacing	AT EVERY	✓

PILLARS AND DECKS.

PILLARS, No. of Rows.....	IN SHIP.		Any Departure from Approved Plans to be Noted.			IN SHIP.	Any Departure from Approved Plans to be Noted.
	MIN.	AFT					
Stringer Plate, breadth and thickness of Bridge	1600	10					
Thickness of Plating abreast Deck openings in way of Wells	9						
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Fourth Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness	915	9					
Plating, Sheathing, material and thickness	6.5	WHERE NOT SHEATHED					
Bridge Deck.							
Stringer Plate, breadth and thickness	1800	10					
Plating, Sheathing, material and thickness	8	NOT SHEATHED					
Forecastle Deck.							
Stringer Plate, breadth and thickness	915	9					
Plating, Sheathing, material and thickness	8.5	OREGON P. 65					

SHELL PLATING.

SCANTLINGS.						RIVETING.										
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.							
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.				
FLAT PLATE KEEL	<i>1320</i>	<i>23.5</i>	<i>18</i>	<i>18</i>	<i>✓</i>	<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>✓</i>	<i>QUINTUPLE</i>	<i>25</i>	<i>100</i>	<i>LAPPED</i>			
„ DBLG. (if any)	<i>2220</i>															
BOTTOM PLATING, No. of Strakes <i>THREE.</i>	<i>2350</i>	<i>16</i>	<i>✓</i>	<i>12</i>	<i>12</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>90</i>	<i>✓</i>	<i>QUADRUPLE</i>	<i>22</i>	<i>90</i>	<i>LAPPED</i>		
BILGE PLATING, No. of Strakes <i>ONE.</i>		<i>16</i>	<i>✓</i>	<i>12</i>	<i>12</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>90</i>	<i>✓</i>	<i>QUADRUPLE</i>	<i>22</i>	<i>90</i>	<i>LAPPED</i>		
SIDE PLATING, No. of Strakes <i>TWO.</i>	<i>2550</i>	<i>16</i>	<i>✓</i>	<i>11.5</i>	<i>11.5</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>90</i>	<i>✓</i>	<i>TREBLE</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>		
UPPER DECK, Sheer-strake in Wells.....	<i>1600</i>	<i>23.5</i>	<i>✓</i>	<i>11.5</i>	<i>11.5</i>	<i>✓</i>	<i>1530 x 23</i>	<i>✓</i>	<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>✓</i>	<i>QUINTUPLE</i>	<i>28</i>	<i>125</i>	<i>LAPPED</i>
UPPER DECK, Sheer-strake <i>Bridge</i> <i>ENDS</i>	<i>1600</i>	<i>28</i>	<i>✓</i>	—	—		<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>✓</i>	<i>QUINTUPLE</i>	<i>28</i>	<i>125</i>	<i>LAPPED</i>		
STRAKE BELOW Sheer-strake in Wells.....	<i>2200</i>	<i>18</i>	<i>✓</i>	<i>11.5</i>	<i>11.5</i>	<i>✓</i>	<i>1530 x 18.8</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>90</i>	<i>✓</i>	<i>QUADRUPLE</i>	<i>22</i>	<i>90</i>	<i>LAPPED</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>2200</i>	<i>18</i>	<i>✓</i>	—	—		<i>1530 x 18.8</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>90</i>	<i>✓</i>	<i>QUADRUPLE</i>	<i>22</i>	<i>90</i>	<i>LAPPED</i>
POOF SIDE PLATING	—	—	—	<i>9.5</i>	<i>✓</i>		<i>SINGLE</i>	<i>19</i>	<i>76</i>	<i>✓</i>	<i>DOUBLE</i>	<i>19</i>	<i>67</i>	<i>LAPPED</i>		
BRIDGE SIDE PLATING ...	—	<i>10.5</i>	<i>✓</i>	—			<i>DOUBLE TO UPPER DECK SHEER STRAKE</i>	<i>22</i>	<i>98</i>	<i>✓</i>	<i>DOUBLE</i>	<i>19</i>	<i>67</i>	<i>LAPPED</i>		
FOREC'TLE SIDE PLATING	—	—	<i>10.5</i>	—	<i>✓</i>		<i>SINGLE</i>	<i>19</i>	<i>85</i>	<i>✓</i>	<i>SINGLE</i>	<i>19</i>	<i>67</i>	<i>LAPPED</i>		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	SIXTEEN
" Deck next below	
As per Rule	SEVEN

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	PLATE KEEL			
STEM	FORGING	250x65	VITKOVITZ MANG STEEL	
STERN FRAME	CASTING	AS PER PLAN	BOCHUMER VEREIN A.G.	
Propeller Post	CASTING	DIAM. 250	AG.	
Rudder	FORGING	250		
Speed of Vessel	12 KNOTS.			
RUDDER—Type	SIMPLEX RUDDER			
" A x D	SEE PLAN			
" Diam. of head	FORGING	280	BOCHUMER VEREIN A.G.	
" Mainpiece at top pintle				
" heel				
" how constructed	BUILT UP—CASTINGS ROLLED PLATES ELECTRICALLY WELDED			
" double or single plate	DOUBLE			
" coupling, vertical or horizontal	HORIZONTAL			

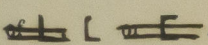



















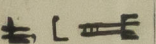
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second					
" " Third					
" " Holds					
COLLISION (in Hold)	12-8	230 x 90 x 11	825	TWO HORIZONTAL GIRDERS	2510
AFTER PEAK	12-8	230 x 90 x 11	610	TOP OF DEPTANK AND ONE SEMIBOX BEAM	1820
	12-7.5	200 x 75 x 10.5	610	BOTTOM OF BULK. BULKER SPACE AND IN LOWER PORTION	
		200 x 75 x 11		B.A. 250 x 90 x 10	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH PROCESS
	WITKOWITZ BERGHAU UND EISEN HÜTTEN GEWERKSCHAFT; OESTERREICHISCH-ALPINE MONTAN GESSELLSCHAFT; DORTMUND-HOERDER HÜTTENVEREIN A.G.; A. THYSSEN-HÜTTE A.G.; ROYAL HUNGARIAN STATE STEEL & IRON WORKS DIOSGÖR; ILVA.	
	Has the Steel been tested as required by the Rules?	yes

Rpt. 1*.

"OMALA"

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.						
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads. Number. Diameter.		
Framing 																				
Frames in Bridge 'tween Decks ...																				
Frames from Uppermost Continuous Deck	No. 1																			
	" 2																			
	" 3																			
	" 4																			
	" 5																			
	" 6																			
	" 7																			
	" 8																			
	" 9																			
	" 10																			
	" 11																			
	" 12																			
	" 13																			
	" 14																			
	" 15																			
	" 16																			
Spacing of Longitudinal Frames		Amidships		At Ends																
Double Bottoms 	Tank Top Longitudinals	400	110	15	18				430	100	12	14				22	130	11 R @ 22 sp. 77	18	22
	Bottom Longitudinals	825							17"	4 7/8"	50/68									
	Spacing of Longitudinals																			
BOTTOM Transverses.																				
In Bridge	Depth and Thickness																			
'tween Decks	Face Angles																			
	Lugs to Shell*																			
In	Depth and Thickness	1015	11						1015	11										
Upper 'tween Decks	Face Angles DOUBLE R.A.	150	90	12					150	90	12									
CENTRE TANKS	Lugs to Shell* JOGGLED	150	150	11					150	150	11									
	Depth and Thickness	90	90	11					90	90	11									
	BACK GHS 2 SPACES CLOSE TO LONG. BR.	915	10.5						915	10.5										
In Hold	Face Angles DOUBLE R.A.	130	90	10					130	90	10									
WING TANKS	Lugs to Shell* JOGGLED	150	150	10.5					150	150	10.5									
	Brackets																			
Spacing of Transverse Frames		3224							3224											
* State if joggled or liners.																				
Longitudinal Beams of 	Bridge Deck ...		✓		✓		✓		✓		✓		✓		✓		✓		✓	
	Upper "	200	90	13	✓	✓		200	90	12	✓	✓		✓	✓		✓		✓	
	Second "		✓		✓		✓		✓		✓		✓		✓		✓		✓	
	Third "		✓		✓		✓		✓		✓		✓		✓		✓		✓	
Transverse UPPER DECK Beams.																				
In Ships.																				
As approved.																				
Plato. Angles.																				
Plato. Angles.																				
Plato. Angles.																				
Plato. Angles.																				

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

EQUIPMENT No. 37766 ✓										LETTER at ✓		ANCHORS.					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.						
37348	1st Bower ...	65	1	14	✓			51	5	0	0	✓	68	Byers Improved	W. L. Byers Ltd	Sunderland, 8.7.1937	
37345	2nd „ ...	65	1	7	✓			51	5	0	0	✓	68	Setts	Setts	Sunderland 8.7.1937	
37349	3rd „ ...	65	1	0	✓			51	2	2	0	✓	58½	Setts	Setts	Sunderland 8.7.1937	
	Collective weight.	195	3	21									194½			J. H. BUTLER	
51131	Stream	19	0	0	✓	4	3	14	✓	19	17	2	0	✓	19	RODGERS FORGED WROUGHT IRON ANCHOR	Bradley Heath, 10.12.1937

CHAIN CABLES.											HAWSERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Sta-tu-tory.	Break-ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
39530	270	2 5/16	96 1/2	134 3/4	725	1	21	720 3/4	270	2 5/16	Steel Cable	—	Cardiff, 12.1.1938	TOWLINE...	120	4 3/4	64.6	120	4 3/4
														HAWSERS & WARPS	2x90	2 3/4	15.2	2x90	2 3/4
														"	2x90	2 1/2	13.2	2x90	2 1/2
Iron Stream Chain or Steel Wire	90	5"		52.8					90	5"	6x12 FLEXIBLE STEEL WIRE ROPE			"					

Steering Gear, Type (Power or hand) STEAM-HYDRAULIC J. NASTIERE, LD Alternative Means of Steering BLOCKS AND TACKLES

Steering Chains (Size and Test) TELE MOTOR Windlass STEAM, EMERSON & WALKER Boats FOUR LIFEBOATS & ONE DINGHY.

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.—(Upper Deck) 31"x.40 — (FOLE DECK 28"x.44) Thickness of Hatches OILTIGHT STEEL COVERS .50 THICK
ON FOLE DK
 Size of Hatchways No. 1 9'-0"x 9'-11" No. 2 24 OFF 4'-0"x 3'-0" ON UPPER DECK No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE

Builder's Signature CANTIERI RIUNITI DELL'ADRIATICO
Cantiere Monfalcone

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTOR SHIP
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built in accordance with the Rules and approved plans. ✓ The materials have been tested to Rule requirements by the Society's Surveyors and the quality of the workmanship is good. ✓ The whole of the cargo Tanks, cofferdams, oil fuel Bunkers, fore & after peak tanks, Deep Tanks, Double Bottom Tanks, weather Decks & Breads have been tested in accordance with the Rule requirements with satisfactory results. ✓ The scantlings & arrangements of the fore & after Ends clear of oil tanks are in accordance with the approved plans. ✓ The freeboard markings have been cut on the vessel's sides and Verified.

P. T. O.

The amount of Entry Fee £92.5 Fees applied for, 13/6 1938
 Special Survey Fee £49.45 Received by me, £24.6
freight 1.573
Travelling Expenses, if any 6.781 23.6 1938

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed * 100 A1
CARRYING PETROLEUM IN BULK

State whether the Vessel has been built under Special Survey YES

Signature Shirlinsey
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to THIS OFFICE Date of issue 12/7/38

Committee's Minute TUE 28 JUN 1938
 Character assigned +100 A1
Carrying petroleum in bulk
Lloyd's and
O.L.
White
and
and
and

24.6 1938
 28-180 lb
 Oil Sup
 Lloyd's Register
 Foundation

The Surveyor is requested not to write on or below the Committee's Minutes.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Included herewith are:

Approved plans:

- ✓ 1. Midship Section
- ✓ 2. Profile & Decks
- ✓ 3. Scantlings of oil tanks
- ✓ 4. Amended riveting in transverse
- ✓ 5. After End framing
- ✓ 6. Fore End framing
- ✓ 7. Stern frame
- ✓ 7a. Rudder
- ✓ 8. Stem
- ✓ 9. Oilfuel Bunkers
- ✓ 10. Cofferdams
- ✓ 11. Extension of Forecastle

Note: Please return to this office all these approved plans, for dealing with the construction of the sister vessel CROA No 1214, after perusal.

Plans as built:

1. Midship Section
2. Shell Expansion
3. Upper Deck

11 Certificates for Stem frame & rudder frame castings, rudder head, tillers & stem forgings, also for 1 sea connection piece & service supports castings and for the masts.

WLL

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed in items of secondary structural importance only; but a larger use of same was made in the various internal & deck fittings.

Welding carried out by experienced operators and the electrodes used were of the approved types, viz the Italian made CRESTA ★ and CITOMAR, also some Göller B. ELITE.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

LONGITUDINAL FRAMING AT BOTTOM AND DECK; CRUISER STERN; RUDDER ELECTRICALLY WELDED

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	ANCHOR HEAD, WEIGHT: 38:1:22 cwt, SURV. INIT.: R.L., No of CERT. 5397, DATE OF TEST 18.6.
2nd "	" " " 38:1:10 " " " R.L. " " 5395, " " 18.6.
3rd "	" " " 37:8:16 " " " R.L. " " 5400, " " 18.6.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.7 ft., R.Q.D. ft., Bridge 38.0 ft., Forecastle 67.1 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 5655 Signal Letters PGMP Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 446.3

No. and Material of Decks 1 DK (STEEL) - 2nd DK (STEEL) CLEAR OF CARGO TANKS

Parts of Bottom of Vessel coated with cement or approved composition cement or bituminous CLEAR OF CARGO TANKS

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	23	106
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	16	56
Double bottom, if under Engines only,	61	87	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	25	259
Double bottom, forward,	✓	✓	Other tanks, if fitted, FORE COFFERDAM, AFTER COFFERDAM.	3	120
Total length (if continuous) and Capacity		87	(If necessary, furnish further information by sketch.)	3	129

Order for Special Survey No. 173

Date

4/12/1936

Dates of Surveys held while building

1937 Jan 25, Feb 16, Mar 2, 6, 9, 11, 24, 26, Apr 2, 23, 27, May 1, 7, 17, 31, June 1, 13, 7, 18, 23, 24, 28, July 7, 8, 11, 16, 23, 26, 29, Aug 2, 4, 12, 19, 21, 24, Sept 1, 2, 6, 6, 10, 14, 16, 23, 25, Oct 5, 11, 13, 15, 19, 20, 21, 21, 25, 29, 30. Nov 2, 3, 3, 5, 9, 18, 18, 25, 26, Dec 6, 9, 16, 18, 21, 22, 23, 27, 29, 30. 1938 Jan 4, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 22, 24, 25, 26, 29, 31. Feb 1, 2, 3, 4, 5, 7, 10, 11, 12, 14, 16, 17, 18, 19, 21, 22, 23, 24, 24, 25, 28. Mar 1, 2, 3, 4, 5, 7, 9, 10, 12, 15, 17, 17, 22, 24. Apr 2, 9, 15, 16, 22, 25, 26, 28, 29. May 4, 6, 13, 20, 23, 25, 27, 30, 31. June 4, 7, 8. Total No. of Visits 153